Attachment 1

WSDOT Proposed Intercity Rail Passenger ARRA Track 2 Projects $1.797 billion total *

This document lists projects that can have construction funds obligated by September 30, 2012. The projects are listed in groups (A, B, and C) to mirror the project list in the Amtrak *Cascades* Mid-Range Plan, published December 2008. Also listed are several projects that were not included in the Mid-Range Plan that will give important capacity, reliability, speed and safety benefits, including better connectivity to SeaTac International Airport. Projects are listed in priority order.

Project Group A

All projects listed must be completed prior to adding one additional round trip between Seattle and Portland (raising the total to five round-trips daily), maintains two Seattle-Vancouver, BC round trips and results in an improvement of on-time performance to 95 percent.

Vancouver, WA – Yard Bypass and W 39th Street Bridge $25.0 million

Project Description

The project constructs capacity improvements that include a bypass around the Vancouver, WA freight yard and eliminates the W. 39th Street at-grade crossing by constructing a grade separation. This project will improve on-time performance and is part of the improvements required for the fifth Amtrak *Cascades* round trip.

Construction is already underway on the project. Between July 2009 and June 2011, this project would increase construction activities by $25 million and save $500,000 in inflation if more funding were made available during that time.

Project Development Status

The project is under construction and final engineering, design, property acquisition, and NEPA documentation is complete. WSDOT and BNSF have an agreement in place.

Applicant Eligibility

This project would be added to over $70 million in state funds with no cost sharing with BNSF. Under the WSDOT/BNSF Railway Master Corridor Agreement, a specific task order has been developed to cover the scope, schedule, and budget. BNSF Railway has the technical ability and capacity to carry out this project and has informed WSDOT that they can complete the project by June 2012. As with any project that increases Amtrak service, Amtrak and BNSF legal agreements for passenger train operations might need to be revised to reflect the new level of utility derived from this improvement.

*If Track 1 is funded, the total would decrease to $1.649 billion rounded.

Tacoma – Point Defiance Bypass

This corridor project has two funding phases listed below. Combined, these projects would result in re-routing all passenger trains to an inland route. This 18-mile bypass route is on an existing rail line that runs along the west side of Interstate 5, from Tacoma through Lakewood and DuPont. It re-connects back to the BNSF Railway main line near Nisqually east of I-5.

Tacoma – Bypass of Pt. Defiance – Tacoma to Nisqually $71.1 million

Project Description

This phase upgrades the tracks from 66th St. in Tacoma to Nisqually in south Pierce County. It also includes a second main track from 66th St. to Bridgeport Way in Lakewood and a re-configured junction on the BNSF Railway main line at Nisqually. Sound Transit is upgrading the tracks from M St. to 66th St. with $4.6 million in federal stimulus funds. Construction between 66th St. and Bridgeport Way is under contract and began in June 2009. WSDOT currently has $81.8 million programmed for its portion of the project; however, most of the funds will not be available for several years. Further, advancing this phase of construction will reduce inflation-related costs.

Project Development Status

The project is under construction and NEPA documentation is complete. Final engineering design and property acquisition will be completed by October 2009.

Applicant Eligibility

This project would be added to over $9 million in state funds available in 2009-2011 with no direct cost sharing with project stakeholders; however, Sound Transit is making significant improvements to this line that complement the intercity passenger rail improvements. A project-specific agreement between Sound Transit and WSDOT is in place for the current construction and a similar one will be developed for the additional scope that these funds represent. Under the WSDOT/BNSF Railway Master Corridor Agreement, a specific task order will be developed to cover the scope, schedule, and budget of the work at Nisqually. Both Sound Transit and BNSF Railway have the technical ability and capacity to carry out their portions of this project and have informed WSDOT that they can complete the project by June 2012. An agreement for Amtrak operations over the new route with Sound Transit is in negotiation and will be in place by October 2009. As with any project that increases Amtrak service, Amtrak and BNSF legal agreements for passenger train operations might need to be revised to reflect the new level of utility derived from this improvement.

Tacoma – New D St. - M St. Rail Connection $34.4 million

Project Description

This project will construct 1.2 miles of new railroad between D Street and M Street in downtown Tacoma, including a grade separated rail bridge over Pacific Avenue. In addition to the grade separation, the project includes installation of state-of-the-art safety equipment. This missing section is an important link in the Seattle to Portland corridor that will allow Amtrak *Cascades* service to bypass the Point Defiance freight route, saving six minutes of travel time per trip, improving on-time performance, and allow for additional Amtrak passenger trains now limited by freight capacity restrictions to five round-trips per day. The project has the added benefits of removing passenger service from the Point Defiance freight line south of Tacoma and is the last remaining improvement needed to extend Sound Transit commuter rail service from Tacoma to Lakewood.

Project Development Status

The project's NEPA documentation is complete. Final engineering design and property acquisition will be completed by September 2009. Advertisement of construction contractors is scheduled for October 2009.

Applicant Eligibility

Sound Transit has contributed more than 50 percent of the costs. Their share is 50 percent of the planned volume. Total project costs are $151 million, with this remaining funding gap of $34.4 million. WSDOT, through an intercity passenger rail grant from Federal Railroad Administration (FRA), is providing $6 million toward design and property acquisition. A project-specific agreement between Sound Transit and WSDOT will be developed for the additional scope that these funds represent. Sound Transit has the technical ability and capacity to carry out their portions of this project and has informed WSDOT that they can complete the project by June 2012, if not sooner. An agreement for Amtrak operations over the new route with Sound Transit is in negotiation and will be in place by October 2009.

Project Group B

When combined with Project Group A, Group B projects result in two additional round trips (for a total of six round-trips) between Seattle and Portland, maintains two Seattle-Vancouver, BC round trips, and improves on-time performance to 95 percent.

Cascades - Four New Train Sets — $103.5 million

Project Description

This project would purchase four new train sets with a seating capacity of approximately 300 each, providing necessary equipment for up to four additional daily Seattle-Portland round trips. In addition, the existing Amtrak *Cascades* fleet (currently being overhauled) will be reconfigured to provide four train sets (rather than the existing five) with a seating capacity of approximately 300 for consistency throughout the entire fleet. The resulting eight train sets will provide enough passenger train sets to operate six round trips between Seattle and Portland and continue the current two round trips between Seattle and Vancouver, BC and the two Oregon-funded round-trips between Portland and Eugene.

The purchase price of rail equipment is difficult to estimate. A larger order of equipment generally results in lower per unit costs. In addition, the ability to option into an existing production run could reduce overall costs by up to 25 percent. The state and others are developing requirements for these additional train sets which would be competitively bid. WSDOT will ensure that "Buy America" requirements are followed when purchasing the new equipment.

Project Development Status

WSDOT is working with Amtrak and others to identify equipment specifications for new train sets. Once these specifications are finalized and approved by the FRA, WSDOT and Amtrak will competitively bid the equipment acquisition and purchase the new train sets.

Applicant Eligibility

The train set purchase will be done in conjunction with Amtrak and the Oregon Department of Transportation. WSDOT will own the equipment.

Cascades Corridor – Reliability Upgrade / Corridor Hardening ** — $97.4 million

Project Description

WSDOT has been working with BNSF to determine capitalized maintenance needed to increase the main line track quality from Class IV to Class V standards that will virtually eliminate slow orders and other speed restricted track between Blaine and Vancouver, WA. These funds would provide for a two-year program that is anticipated to improve on-time performance from today's approximately 62 percent to more than 90 percent upon completion. Amtrak *Cascades,* Amtrak's *Empire Builder* and *Coast Starlight* intercity passenger rail services will be the primary beneficiaries. This project will ultimately be required by BNSF Railway as a "Corridor Hardening" project that will improve corridor safety between higher speed passenger trains and freight trains sharing the corridor.

Project Development Status

A specific scope of work will be developed with BNSF Railway and Amtrak to further refine specific work elements and tactics for the project. This capitalized maintenance work would be categorically excluded from NEPA.

Applicant Eligibility

Because state funding is not available, this project would be funded 100 percent by these funds, with no cost sharing by the host railroad. To date, Washington State has contributed over $350 million in permanent track and signal improvements since 1995. Under the WSDOT/BNSF Railway Master Corridor Agreement, a specific task order would be developed to cover the scope, schedule, and budget. BNSF Railway has the technical ability and capacity to carry out this project and has informed WSDOT that they can complete the project within two years.

Kelso to Martin's Bluff Rail Project

The Kelso to Martin's Bluff Rail Project has been planned in multiple phases. The first two phases are part of Project Group B; the third is part of Project Group C.

Kelso to Martin's Bluff - New Siding – Phases 1** and 2 (Milepost 105.5 to 110.0) — $66.3 million

Project Description

This project adds a signalized arrival and departure track, associated switches and crossovers that would hold up to two full-length freight trains, and a grade separation of Toteff Road. The project would clear the main lines, providing capacity necessary for additional and more reliable Amtrak *Cascades* service, and improve public safety. Phase 1 of this project is also featured in WSDOT's Track 1 application.

**Also included in Track 1.

Project Development Status

Preliminary designs for the project are complete and were designed to accommodate 110 mph passenger train speeds. The project received a NEPA Categorical Exclusion from FHWA in June 2009.

Applicant Eligibility

This project will be constructed with ARRA funds. The construction will be performed by BNSF Railway under the terms of the WSDOT/BNSF Railway Master Corridor Agreement.

Kelso to Martin's Bluff – Kelso to Longview Jct. $110.0 million
3rd Main Track (Milepost 96.2 to 102.1)

Project Description

This project builds upon other phases and constructs a 4.5 mile third main line between Kelso Station and Longview Jct. South with engineering for high speed running of 110/150 mph. Three railroad bridges would be constructed, a 5,000 foot storage track would be converted to a main line, and a new pedestrian underpass and roadway overpass would be constructed in Kelso. The project would allow passenger and freight trains to get around freight trains entering and leaving the highly congested Longview Yard area and improve public safety.

Project Development Status

Some preliminary engineering and environmental analysis have been completed for this project. This project will require an Environmental Assessment or an Environmental Impact Statement. Final design will be developed by the BNSF Railway.

Applicant Eligibility

This project will be constructed with ARRA funds. Construction will be performed by BNSF Railway under the terms of the WSDOT/BNSF Railway Master Corridor Agreement.

Project Group C

When combined with Project Group A and Project Group B, Group C projects result in four additional round trips (for a total of eight round-trips daily) between Seattle and Portland, maintains two Seattle-Vancouver, BC round trips and holds on-time performance at 95 percent. This group of projects sets the stage for speeds greater than 79 mph to be attained.

Kelso to Martin's Bluff – Kalama 3rd Main Track (Milepost 105.8 to 108.9) — $64.9 million

Project Description

This phase builds upon other phases to construct a 2.9 mile main line track around the Port of Kalama. Completion of this work will allow passenger trains to avoid freight congestion in the area.

Project Development Status

Preliminary engineering and environmental analysis up to the 15 percent level has been completed for this project. This project will require an Environmental Assessment or an Environmental Impact Statement. Final design will be developed by the BNSF Railway.

Applicant Eligibility

This project will be constructed with ARRA funds. Construction will be performed by BNSF Railway under the terms of the WSDOT/BNSF Railway Master Corridor Agreement.

Cascades – Higher Speed Locomotives — $97.9 million

Project Description

With this project, Washington State will purchase and own 18 new locomotives that are capable of operating consistently and economically at higher speeds (up to 150 mph) and higher acceleration rates than the current locomotive fleet. This will provide two locomotives per train set plus two reserves for scheduled maintenance.

The purchase price of rail equipment is difficult to estimate. A larger order of equipment generally results in lower per unit costs. In addition, the ability to option into an existing production run could reduce overall costs by up to 25 percent.

Project Development Status

WSDOT is working with Amtrak and others to identify equipment specifications for new locomotives. Once these specifications are finalized and approved by the FRA, WSDOT and Amtrak will competitively bid the equipment acquisition and purchase the locomotives. NEPA is not applicable with this project.

Applicant Eligibility

This project will be funded with ARRA funds.

Independent Projects for capacity, on-time performance, speed, and safety

The following projects are not included in the Amtrak *Cascades* Mid-Range Plan but will give important capacity, on-time performance, speed and safety benefits. They are listed in priority order.

1. King Street Station, Seattle

Improvements to the passenger terminal in Seattle involve both track and signal upgrades as well as improvements to the building.

King Street Station - Track and Signal Upgrades $120.0 million

Project Description

This project will build on work currently under way. It will allow access from all main lines to all station tracks and improves on-time performance for trains entering or leaving King Street Station from the north. Improvements include track upgrades, platform upgrades, switches and interlockings to allow for Amtrak long distance, Amtrak *Cascades* and *Sounder* commuter trains to move in and out of the station simultaneously.

Project Development Status

Location surveys of existing tracks south of King Street Station began in July 2009. Preliminary track designs will be developed in conjunction with Amtrak and the new Seattle Maintenance Facility, currently part of a $34 million Amtrak funded project. Preliminary engineering and environmental clearances will need to be obtained for work immediately north of King Street Station.

Applicant Eligibility

The work will be performed by Amtrak through a new construction agreement between WSDOT and Amtrak. Some permits will be required from the city of Seattle.

King Street Station – Building Renovation $4.4 million

Project Description

King Street Station, built in 1906, has been the main terminal in Seattle for passenger trains for over a century. In recent years, the station has fallen into disrepair and the building does not meet current building codes related to seismic standards.

A $14 million project to retrofit the station to withstand earthquakes and replacement of the roof is underway. Accommodations for long-distance train travelers have not been updated since the 1960s. This project of $4.4 million is to refurbish the facility for Amtrak passengers including moving the ticket office and baggage handling facility, creating a safer and more user-friendly environment.

Project Development Status

Station upgrades will begin in 2009. Discussions are underway between WSDOT, Amtrak, and the city of Seattle, owner of the station. These discussions are intended to develop final plans for the next phase of renovations of the station. Agreement between the parties is expected before the end of 2009.

Applicant Eligibility

Although the facility is owned by the city of Seattle, Amtrak will be the primary user of the facility.

2. Advanced Signal System/Positive Train Control (PTC) $32.0 million

Project Description

In conjunction with BNSF's federally mandated implementation of Positive Train Control, this project would equip approximately18 passenger locomotives, control points and active warning system devices (grade crossing warning devices) with system interfaces resulting in improved safety, rail capacity, and on-time performance, as well as potential higher speed travel in the future.

Project Development Status

PTC was described in WSDOT's Amtrak *Cascades* Mid-Range Plan published in December 2008 as a federally-mandated requirement by 2015. A specific scope of work will need to be developed with BNSF Railway and Amtrak to further refine specific work elements, tactics, and expectations for the project. As FRA develops the specific regulations for PTC implementation, further refinement of scope, schedule, and budget may be required.

Applicant Eligibility

Per BNSF Railway, the $32 million request would be funded 100 percent of PTC implementation for the elements solely for Amtrak *Cascades* intercity rail passenger service. Other PTC implementation costs will be shared proportionally with BNSF. Between Lakewood and Everett, WA, *Sounder* commuter rail, BNSF Railway, and Amtrak *Cascades* services would proportionally share PTC implementation costs. BNSF and WSDOT have a Master Corridor agreement in place, and a specific task order would be developed to cover the scope, schedule, and budget for this project jointly with BNSF Railway. BNSF has the technical ability and capacity to carry out this project, and has informed WSDOT that they can complete the project by 2015. Amtrak and BNSF legal agreements for passenger train operations might also need to be revised to reflect the changed conditions resulting from PTC.

3. Centralia – Station Modifications $5.2 million

Project Description

This project constructs a new eastside passenger second platform and passenger overcrossing at Centralia's Union Station. The project will improve safety by eliminating a center platform between tracks, reduce congestion by eliminating crossover moves, and improve on-time performance by saving 4.5 minutes on average travel time between Seattle and Portland.

Project Development Status

This project was identified after the Amtrak *Cascades* Mid-Range Plan as a replacement to the China Creek Crossover project. The new pedestrian overcrossing would be publically owned (either by the city or WSDOT). The project is at the conceptual level. ARRA funds would be used to develop conceptual and preliminary engineering plans, environmental documentation, final engineering plans, acquire right-of-way, and construct the improvements.

Applicant Eligibility

WSDOT has managed station improvement projects at nearly all of the stations located between Vancouver, WA and Blaine, WA over the past 15 years. WSDOT has the financial and technical capability to carry out this project. It is anticipated that the project would be categorically excluded from NEPA.

4. Everett Storage Tracks – Phase I** $1.0 million

Project Description

This project will make improvements to the main line through Delta Yard tracks in Everett, WA to reduce freight and passenger conflicts and increase overall train speeds. Completion of these improvements also guarantees the continued operation of Amtrak *Cascades* trains 513 and 516 on this route. There is currently $15.2 million in state funds available for the project. Based upon current cost estimates, there is a budget shortfall of approximately $1.0 million due to unexpected soil settlement.

Project Development Status

Civil construction work is ongoing. NEPA environmental documentation and wetland permitting are complete.

Applicant Eligibility

A task order has been executed under the WSDOT/BNSR Railway Master Corridor Agreement for construction. BNSF Railway has the technical ability and capacity to carry out this project and has informed WSDOT that they can complete the project within two years.

5. Everett Curve Realignment and Storage Tracks Phase II $75.1 million

Project Description

This project realigns curves and upgrades grade crossings, bridges, and signals, and constructs a new track to improve speeds for passenger trains up to 50 mph, a 15-20 mph increase. This project will reduce the Seattle – Vancouver, BC schedule by at least two minutes and greatly improves on-time performance.

Project Development Status

Phase II of the project was originally part of the initial scope of the Everett Curve Realignment and Storage Tracks, but was removed due to cost in 2006. Conceptual engineering on the project has been completed. The project would be categorically excluded from NEPA, but wetland permits would be needed. ARRA funds would allow the completion of preliminary and final engineering, acquire right-of-way, update environmental documentation and wetland mitigation, and construct the project.

Applicant Eligibility

This Phase II project would be funded by ARRA funds, with no cost sharing. Phase I is under construction at a total cost of $16.2 million. BNSF Railway and WSDOT have a Master Corridor agreement in place, and specific task orders would be developed cover the scope, schedule, and budget for final engineering and construction portions of the project jointly with BNSF Railway. BNSF has the technical ability and capacity to carry out the construction of this project.

**Also included in Track 1.

6. Bellingham – Main Line Relocation and Overpass $25.2 million

Project Description

This project will relocate and realign the main line through a former industrial area in downtown Bellingham. The new alignment will allow passenger and freight trains to move through the area about one minute faster and will keep freight trains from slowing before they begin to climb a 1.1 percent grade northward. A new bridge will eliminate three at-grade crossings. This will also allow the city and port to redevelop the waterfront area.

Project Development Status

A feasibility study of the project has been completed. BNSF is developing final track designs for the project through an agreement with the city of Bellingham. Some FHWA funds are being used to develop preliminary designs for the Cornwall Avenue Overpass. NEPA documentation needs to be completed.

Applicant Eligibility

The project will be constructed with ARRA funds. BNSF Railway will perform the track relocation work and the city of Bellingham will build the new Cornwall Avenue overpass.

Future Vision

1. Planning for Future Separate High-Speed Passenger Only Route — $8.0 to $12.0 million

Project Description

This project will plan for future high-speed passenger service between Vancouver B.C. and Portland, OR in areas beyond these outlined in Project 2 below. It will also study traction requirements to operate at speeds of approximately 150 mph for up to 20 round-trips between Portland, OR to Seattle and 10 round trips between Vancouver BC and Seattle. The project will examine use of existing and green-field right-of-way options. The plan would build on high speed (110-150 mph) segments already proposed in other parts of this document.

Project Development Status

This project was originally envisioned in the High Speed Ground Transportation Study conducted by WSDOT in 1992. This study will update and further refine the right-of-way, engineering, operating, financial, technical, institutional, and ridership demand. It is anticipated that the project scope would also include either a programmatic or project level Environmental Impact Statement.

Applicant Eligibility

WSDOT has been conducting intercity and high-speed passenger rail studies for approximately 20 years and has the qualified staff in place to manage this study. Planning would be funded 100 percent by ARRA funds. WSDOT will coordinate with all key public and private stakeholders during the study process, including the Oregon Department of Transportation and the Province of British Columbia.

2. Kelso to Chehalis - High Speed Tracks — $732.3 million

Project Description

This project would design, permit, purchase right-of-way, and construct a 34 mile high-speed alignment from just north of Kelso to just south of Chehalis that can be operated at 150 mph. This will require 15 corridor miles of new alignments away from the BNSF Railway main line near the cities of Castle Rock, Vader, Winlock, and Napavine. The project would also realign the BNSF main line tracks in five locations between Kelso and Castle Rock. The corridor will have a single high-speed main track over the entire 34-mile alignment with another 18-mile second high-speed main line at the south end. It will also bypass, close, or grade separate 25 at-grade crossings.

Project Development Status

The project will have to complete preliminary engineering and acquire NEPA documentation before property acquisition and final design can begin. The project is listed in the state's 2006 Long-Range Plan as two separate projects scoped at speeds up to 110 mph.

Applicant Eligibility

The project would be funded 100 percent by ARRA funds. Preliminary design would begin in 2010, with construction anticipated to begin in 2013 with completion in 2016. As with any project that modify Amtrak service, Amtrak and BNSF legal agreements for passenger train operations might need to be revised to reflect the new level of utility derived from this improvement. This project would require the purchase of new high-speed locomotives as described previously in this document.

Independent Projects for Capacity, On-Time Performance, Speed & Safety with Contributing Partners

1. Vancouver, WA - Port Access Rail Improvement $25.0 million

Project Description

This project will construct a new grade-separated rail access to the Port of Vancouver under BNSF Railway's existing Columbia River Rail Bridge, drastically reducing the need to use an access that crosses Pacific Northwest Rail Corridor (PNWRC) at-grade (i.e. a diamond) crossing. In addition, the new access route will modify the rail access to two shippers south of the BNSF yard in Vancouver, eliminating another rail at-grade crossing from BNSF's Fallbridge Subdivision main line. The new route will reduce delays to passenger trains in the PNWRC by nearly eight percent at this location and will greatly improve passenger train schedule reliability.

Project Development Status

Design is underway and NEPA technical documentation is complete, with final NEPA approvals in September 2009. Construction by the Port of Vancouver is scheduled to begin by the end of 2013 and be completed by 2016.

Applicant Eligibility

The Port will be contributing $2.5 million directly to the project. This project would be complemented by $112 million in other Port of Vancouver improvements, with over $16 million invested in 2008. The Port has the technical ability and capacity to carry out this project, and has informed WSDOT that they can complete the project by 2016. The Port has an agreement in place with BNSF Railway for the operations at this location. A new construction agreement between WSDOT and the Port for this project will be developed.

2. Vancouver, WA– Port West Side Associated Trackage ** $21.7 million

Project Description

This project is part of the *West Vancouver Freight Access* project and will construct associated trackage and a highway-rail grade separation inside the port to enable freight trains to immediately clear the main line, which currently delay freight and passenger trains.

Project Development Status

Project design and NEPA technical documentation are complete, with final NEPA approvals anticipated in September 2009. Construction by the Port of Vancouver is scheduled to begin by the end of 2009 and to be complete in 2011.

Applicant Eligibility

The Port will provide $3.7 million toward this project, the State $2.5 million, and existing federal funds of $1.1 million, which has a total project cost of $29 million. The Port of Vancouver has the technical ability and capacity to carry out this project, and has informed WSDOT that they can complete the project within two years. The Port has an agreement in place with BNSF Railway for the operations at this location. A new agreement between WSDOT and the Port for this project will be developed.

**Also included in Track 1.

3. Vancouver, WA – New Interchange w/County-owned Short Line — $6.0 million

Project Description

Construction of a new interchange for growing freight traffic on the short line owned by Clark County will reduce congestion on the BNSF main line and thereby improve passenger train on-time performance. The current interchange is limited to five to eight cars per move from BNSF's Vancouver Yard. Each move uses capacity on the main line and as traffic on the line has grown, the small, inefficient interchange is forcing two or more switching moves each day. Portland Vancouver Junction Railroad (PVJR), as well as all trains (passenger and freight) operating on BNSF's main line through this area will be the primary beneficiaries of this project.

Project Development Status

This project will require design, engineering, and environmental clearances.

Applicant Eligibility

This project will be funded 100 percent with ARRA funds. Cost sharing is to be determined.

4. Tukwila – SeaTac International Airport Gateway Connection — $3.8 million

Project Description

This project, constructed in conjunction with Sound Transit, will replace the existing temporary station at Tukwila with a new multi-modal transportation facility that will provide better customer access between SeaTac International Airport and Amtrak *Cascades* intercity service.

Project Development Status

Sound Transit has developed preliminary designs for the new station for a total project cost of $38 million. Sound Transit has also completed an Environmental Assessment for the project.

Applicant Eligibility

The majority of the project funds (90 percent) will be provided by Sound Transit. The ARRA funds will be used to add features to the Sound Transit project that will benefit intercity rail passengers and provide a better connection with SeaTac International Airport.

5. Tacoma – Trestle Replacement & Capacity Improvements $62.7 million

Project Description

This project, estimated to cost $125.4 million, would design, permit, purchase necessary right-of-way, and construct improvements that replace a 1910's era timber trestle. As part of the work, two bridges over city streets would be replaced and three main tracks installed and the signal system upgraded. The intercity passenger trains share the track with both commuter and some freight trains on a single track alignment through the project area. This single track will need to be able to accommodate three trains simultaneously once Amtrak *Cascades* service expands beyond eight round trips between Seattle and Portland.

Project Development Status

The project will have preliminary engineering and NEPA documentation completed before property acquisition and final design can begin. The project is listed in the state's 2006 Long-Range Plan as part of another larger project for service beyond eight Seattle-Portland round trips.

Applicant Eligibility

Sound Transit and WSDOT have an agreement to share the costs of this project at 50 percent. A project-specific agreement between Sound Transit and WSDOT will be developed for the additional scope that these funds represent. Sound Transit has the technical ability and capacity to carry out their portions of this project, and has informed WSDOT that they can complete the project by 2017, if not sooner. An agreement for Amtrak operations over the new route with Sound Transit is in negotiation and will be in place by October 2009.